

**We must take drastic action to address climate change,** and the carbon mitigation aspect of this legislation is an important step in reducing our emissions.

**This bill would create electric equity** by including individuals who can't or don't want to take on the financial burden of car ownership. Right the CHEAPR program is underspent and is only offering incentives to people who can afford EV cars-- expanding this program to include e-bikes will help lower income folks move towards electric transportation.

**SB 4 will help us reduce GHG emissions and air pollution from car travel.** 60% of vehicle trips are under 6 miles which could, in combination with better bicycle infrastructure, could be done on an ebike.

**SB 4 will help parents and families of all incomes travel easily and safely.** Electric cargo bicycles are a valuable tool for women and parents and can help reduce the need for multiple cars.

**SB 4 will improve transportation equity by making sure people of all incomes are able to get where they need to go.** Ebikes are a valuable tool for low-medium income families in both urban and rural settings.

**Proposed Amendment: \$2,000 price cap is too low.** There are not many bike shop e-bikes below \$2,000. Example: BiCi Co. has 2 [e-bikes in stock right now](#) and their MSRP is \$2,000. That's the lowest cost e-bike we can get right now, and it is increased from \$1,700 just a year ago due to price inflation. The rest of the models we could bring in are over \$2,000. Setting this level too low will not allow consumers to buy locally, and will not allow them to get cargo or utility e-bikes, which are the most useful to families with kids, or people looking to replace their cars. Other states and programs aren't setting a cap this low.

